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SAMUEL GOMPERS, President.
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AMERICAN FEDERATION OF LABOR

The A. F. of L. Weekly News Letter confains a brief summary of important matters affecting labor, occurring in the industrial, legislative, and judicial fields, and such other information that will benefit the trade union movement.

WEEKLY NEWS LETTER

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VOL. 2. NO. 37 WASHINGTON, D. C., DECEMBER 14, 1912. WHOLE NO. 89

BACKS UP FEDERATION.

Jackson, Mich., Dec. 14.—During the recent convention of the American Federation of Labor at Rochester, N. Y., the report of the adjustment committee, in dealing with a case involving the revocation of the charter of a central body because it refused to unseat delegates of a local union affiliated with the secession electrical workers, recommended that the executive council be instructed to communicate at once with all Central Labor Bodies and State Federations, urging them to use every possible effort to bring all electrical workers into affiliation with the chartered International Brotherhood of Electrical Workers. The Jackson Trades Council, having in mind the recommendations of the convention, which approved the recommendation of the adjustment committee, decided that so far as the Jackson Trades Council was concerned it would carry out the recommendations of the convention. It was decided not to recognize the Reid seceding faction in any manner whatsoever. If other Central Labor Bodies and State Federations view in the same light the recommendations of the recent convention, secession movements will become unpopular and differences among labor side international and local unions will be settled within the confines of conventions and union rooms and eliminate a reprehensible and malicious method of disrupting labor organizations.

IMPORTANT PASSED.

Washington, Dec. 14.—A bill has just been passed by the House of Representatives authorizing a complete investigation into interstate carrier corporation stock and bond issues, and empowering the Interstate Commerce Commission to make a physical valuation of the property of railroads and other interstate carriers. It this bill is concurred in by the Senate and signed by the President it will have a far-reaching effect. It will reveal the original cost or rights of way, cost of construction, cost of materials entering into the construction work, and will bring to light the financial operations of railway corporations in manipulating transportation enterprises. When these facts are known and general publicity possible, the amount of water contained in transportation stock can be approximately measured. Railroads in dealing with employes in the matter of wages and hours are accustomed to using the stereotyped argument that increase of returns must be made to the investors in transportation enterprises." It has not been an infrequent occurrence in the case for transportation companies to increase very materially the liabilities against the road by the addition of stock and bonds any corresponding addition to its physical value. Instances have been known where railroad companies have doubled the stock of the corporation without adding a dollar to the value of the road for extension, equipment, or improvement. This "frenzied financing" doubled the burden of the roads, which, necessarily, must show decreased revenue owing to this watered stock and enabled the public as to the cause. Where conditions of this kind obtain the transportation companies have a stale argument when workmen seeking an increase in wages. The physical valuation of transportation companies is of vital interest to the employes of these companies, and will eventually result in presenting to the employes an opportunity to secure the labor wage rate than has been heretofore possible.

PARCELS POST PROGRESS.

Washington, Dec. 14.—Active and final preparations are being made for the inauguration of the parcels post on January 1. Four thousand rural routes are to be distributed among 1,600 post-offices having city delivery, to be used in equipment for the delivery of parcels post business. Local postmasters have been authorized to employ as many temporary and auxiliary clerks and carriers as may be necessary to handle the increased volume of business. It is noted that definite information may be secured as soon as possible, directions have been given that after the parcels post system has been in operation fifteen days from January 1 postmasters are directed to submit reports showing the volume of parcels post business, the additional cost, and an outline of the plan for handling the new business. Through these reports it is expected that a close estimate of the cost of the parcels post can be found so that Congress can be informed as to what appropriations will be necessary for the operation of the new department.

SEPTEMBER RAILROAD BUSINESS

Washington, Dec. 14.—According to statistics given out by the Interstate Commerce Commission, the business of the railroads during September showed a considerable improvement over that of September, 1911. The total net operating revenue of 9 per cent of the railroads involved $5,896,846. This increase in net operating revenue was at the rate of $21 per mile of line for the month, or at the rate of 70 cents per mile of line per day. The total operating revenue per mile of line for the month increased 6.4 per cent, the operating expenses, 7.3 per cent, and the net operating revenue, 5.1 per cent.

BUILDING TRADES DEPARTMENT.

Washington, Dec. 14.—General Secretary Treasurer William Spencer, of the building trades department, in his annual report to the convention recently held at Rochester, N. Y., showed that considerable progress had been made during the preceding year. An increase in membership was shown of 25,846 for the year. While no increase in the general expenditures in the prosecution of the work of the department is shown, there is a gratifying increase in the balance in the treasury over last year of $5,104.67.

ELECTRIC SAFETY APPLIANCES.

Washington, Dec. 14.—Congressman Cox, Governor-elect of Ohio, succeeded in securing an amendment to the legislative, executive, and judicial appropriation bill, setting aside the sum of $15,000 to enable the Bureau of Standards to investigate methods of protection against by lightning and other forms of electricity, and to prescribe a uniform system of electric safety appliances.

BROTHERHOOD OF CARMEN.

Kansas City, Mo., Dec. 14.—Secretary Treasurer William Weeks reports that two new lodges have been organized recently, and that the brotherhood has secured an agreement with the Midland Valley Railroad, a Texas, which is satisfactory to the brotherhood.

CHECK ON COUNT.

Washington, Dec. 14.—Senator Bristow of Kansas has offered a joint resolution in the Senate, proposing an amendment to the Constitution of the United States which provides for submitting to the people acts of Congress for their approval or disapproval which have been decided as unconstitutional by the United States Supreme Court. The resolution follows: "If the Supreme Court shall decide that a law enacted by Congress is in violation of the provisions of the Constitution of the United States, the Congress at a regular session held after such decision may submit the act to the electors at a regular Congressional election, and if a majority of the electors voting on such measure in a majority of the Congressional districts, and also in a majority of the States, approve the measure it shall become a law."

COMPULSORY SAFEGUARDS.

Washington, Dec. 14.—In an editorial recently published by the Washington Herald it discusses the need of more adequate safeguards being provided by railroad transportation companies. Under the head of "Publicity the Best Safeguard" the editorial, in part, says "Mr. Clark, the practical railroad man of the Interstate Commerce Commission, asserts that the road needs more power from Congress before it can enforce rules for running trains that will decrease the number of avoidable accidents. He says that publicity will help some, and is not very much impressed with the complaint that railroad managers make in this regard. He regards publicity as the best modern safeguard of travel. Yet there always has been plenty of publicity for wrecks. wrecks, and it has not stimulated negligent managers into the adoption of block signal systems, and other safety and other necessary devices to prevent wrecks. The Hasbrouck investigation was not lacked publicity, but the New Haven directors, in the face of a storm of public protest, simply announce that passengers are safe enough on their system as they are operating it. Railroads like the New Haven system stand in need of drastic regulation by an Interstate Commerce Commission having ample authority to compel care for the safety of passengers. With the exception of perhaps a few progressive railroad directors, the American people do not look for voluntary solicitude from railroad managers in the case of directors who ignore the indictments of scores of coroners' juries, and who scorn protests from patrons riding in daily fear of death, governmental compulsion is a necessary policy."

ANOTHER SCHEME.

Philadelphia, Pa., Dec. 14.—The management of the Street Railway Company, in this city, announces that it has in mind the stock of the corporation without adding a dollar to the value of the road for extension, equipment, or improvement. This "frenzied financing" doubled the burden of the roads, which, necessarily, must show decreased revenue owing to this watered stock and enabled the public as to the cause. Where conditions of this kind obtain the transportation companies have a stale argument when workmen seeking an increase in wages. The physical valuation of transportation companies is of vital interest to the employes of these companies, and will eventually result in presenting to the employes an opportunity to secure the labor wage rate than has been heretofore possible.

EIGHT HOURS ON GOVERNMENT WORK—INCREASED COST IS QUESTIONED

Washington, Dec. 14.—As was to be expected, the application of the extension of eight-hour law, passed by the last session of Congress, will receive a due airing at the hands of the officials commissioned to carry it into effect, as well as by the newspapers that secure information from official sources, relative to the changes which are made necessary by applying the shorter working day in private establishments. As it usual in such cases, the public is not given to the public but one side of the case, leaving in the minds of those who peruse these reports and newspaper articles the impression that the eight-hour law is the establishing of a shorter workway.

While officials in the departments of government in reporting upon the details of work under construction in private shipyards and other establishments, will also in the operation of the various government establishments, endeavor to leave a false impression in the minds of the people, yet, with the usual publicity given to these reports by newspapers, and with a reasonable facility for emphasizing those slips which, without explanation, are a practical misrepresentation of actual conditions, the three months' trial of the eight-hour law, and those who enjoy, the eight-hour day on government work are pitched in a false light.

The annual report of R. M. Watt, Chief Constructor of the United States Navy, states that the application of the extended eight-hour law has increased the cost of battleships constructed by the navy yards, the three battleships, Texas, Nevada, and Oklahoma, now under construction, being built under the eight-hour law. The report asserts that the increased cost of the general displacement of these three vessels is $25, while the average price of the preceding three battleships built by contract under the hours of labor were unrestricted, was $177 per ton.

It is difficult to reconcile the statement of Secretary Newa Letter to fully refute the impressions which follow this statement. These officials who are called upon to put an entirely different phase upon the bald statement that there is an increased cost of $25 per ton, while the same is the extended application of the eight-hour law, in the first place, the men employed on naval construction, in the Brooklyn Navy Yard, and other navy yards, cannot be said to receive more than a fair wage, and that the eight-hour limitation and application is not a fair return in work performed for the wage received is a matter of fact.

It is apropos at this time to bring to the attention of the public the fact that the charges of the cost of naval construction, that it was only a few years ago that this government was compelled to establish a plant for the manufacture of armor plate and other steel products entering into the construction of vessels for which a contract was let by the Fifty-third Congress, second session, brought to light a state of affairs which in itself represented the graft on the part of the steel corporations. This government paid from $517 to $572 per ton for armor plate, while the same armor plate was being furnished to the Russian government by the same corporations for $240 per ton. In the investigation which followed, the Carnegie Company, the Bethlehem, and Midvale Companies were the principal offenders, and during the negotiations for armor plate, refused to furnish the investigating board with the slightest information as to the cost of construction. The labor organization of the country, together with a well-developed sentiment which had been created through the efforts of the labor organizations, brought about such a condition of affairs that the government took under consideration the cost of establishing a plant for the manufacture of armor plate, by immediately the bids for armor plate from these steel companies commenced to drop.

To prove that this government was compelled to "stand and deliver" by the armor plate combine in both the Bethlehem company and the Carnegie Midvale company, and the Carnegie company did it cents more per ton than the Midvale company. Another strange coincidence occurred in August, 1909, the Carnegie and Bethlehem companies submitting bids for plate which contained identical figures, for which reason the bids were rejected. The contract in consequence was awarded to the Midvale company.

In the investigation which was commenced in 1894, of the frauds perpetrated by these steel companies, it was admitted that the armor plate furnished for the government were not delivered according to specifications, but that the companies were guilty of delivering armor plate with defective steel. Those who have kept in touch with the situation still vividly remember the time when Andrew Carnegie gave utterance to the expression that he could "make more armor plate than the government could build it." The result of this government, because he deemed it to be to his interest to do so, refused further listening to this "voice" Carnegie, according to figures brought out at the investigation referred to, received over $5,000,000 for armor plate furnished for the United States government order of 6,000 tons of armor plate.

But let us return to the navy yards and works out. The Scientific American for January, 1908, printed an editorial, in part, under the head of "Government Work," which speaks for itself:

"Despite the miseries die hard; especially when they are kept alive by persistent and interested misrepresentation. A notable instance of this is the charge that navy yard work is costly, widely believed, that it costs a great deal more, and takes considerably longer, to build a battleship at a navy yard than it does to build at a private ship yard. There was a time, it is true, when navy yard work was very costly, and took a very inconsiderable time to complete; but that was over twenty years ago. Since then the navy yards was unquestionably unsurp the place now occupied by the contractor yards. The cost of battleship construction built by the government will be extended to include an observation of ringing up fares without any additional compensation. To obviate the need of issuance of transfers on cars, agents are to be stationed at convenient localities and issue transfers to passengers at street corners as they descend from the cars. This is the second attempt in the place that is confronted with a change in the operation of street cars, Erie being the other city referred to. The agents will be added and combined duties of operating a street car can be successfully carried on by one man remains to be tried out.

PER CAPITA TAX REDUCED.

Washington, Dec. 14.—The building trades department, which has derived its funds from a 1-2 cent per member per month per capita tax, at the Rochester convention reduced this per capita tax to 1-4 cent per member per month. This action was taken pursuant to the fact that it was found that the revenue produced by the reduced per capital tax would produce sufficient funds to conduct the affairs of the department. The primary reason for the reduction in per capita tax was the large increase in membership.

FRATERNAL DELEGATES.

Washington, Dec. 14.—The next meeting of the British Trade Union Congress will convene in Manchester, England. The fraternal delegates elected at the convention at Rochester to represent the American Federation of Labor at that congress were Louis Kemper, secretary of the United Brewery Workers, and Thomas F. Haine, secretary of the Boot and Shoe Workers' Union. W. J. Mosley, president of the International Union of Laborers, was elected fraternal delegate to the Canadian Trades and Labor Congress.

MARE ISLAND BIDS LOW.

Washington, Dec. 14.—Both the fuel ships authorized by Congress at its last session, may be built at the Mare Island (California) Navy Yard. The original plan was to have one of these vessels constructed at the navy yard at New York, and the other at the Mare Island yard. The bid of the Mare Island yard, however, was lower, and both ships may be bid submitted by the New York yard, that it is probable both vessels will be built on the Pacific Coast.

NOW THE TOWEL PASSES.

Washington, Dec. 14.—The commen towel has been ordered abolished from all railroad cars, steamboats, and all state vehicles, and from railway stations, by Secretary MacVeagh, of the Treasury Department. The department is closely the abolition of the common drinking cup from use on railroad transportation lines, and the order has been issued in conformity with the recommendations of the National Health Bureau.

BAR PHOSPHOROUS MATCHES.

Washington, Dec. 14.—A notice has been issued by Secretary of the Treasury MacVeagh, in conformity with a law passed at the last session of Congress, notifying all custom officers that white phosphorous matches will not be permitted to be imported or exported after January 1, 1913.

A MOLDERS' VICTORY.

Birmingham, Ala., Dec. 14.—Last July the molders in several of the foundries in this city inaugurated a strike for the purpose of establishing a uniform and living wage in the foundries. Since that time a number of concerns have entered into an agreement with the molders, and the men have returned to work under a better wage and shorter hours. Within the last week another victory has been secured by the execution of an agreement with two very costly, and considerable time to complete; but that was over twenty years ago. Since then navy yards was unsurpassed, and before a certain courageous young naval constructor, Lieutenant Washington Capps of the Navy, undertook the task of rescuing our navy yards from political control, reforming their many abuses, and putting them in first-class working shape. It was the regeneration of these yards which rendered it possible for them to take hold of the highest class of naval work and complete it in the same time, and for only slightly more cost, than the best of our private yards. This was clearly proven some years later, by the construction of the large, modern battleship, Connecticut, at the New York navy yard, when the work was carried through so expeditiously that the private yard which had taken the contract for the sister ship (Louisiana), had to extend many hours per week in order to keep pace with government-built ship. One of the main objects of giving work of new construction to the navy yards was to spur the private builders to greater activity; for, up to that time it was a notorious fact that the government contract work was treated as a kind of stand-by in the yards, the first attention being given to orders for private firms.

"The record made by the Connecticut for rapid construction has acted as a most effective spur to the navy yards, and our latest warships, in spite of their greater size, are being built quicker than the first one of the time taken to build the earlier ships. * * * The Connecticut, in spite of the strenuous efforts of the private firm which was building the sister ship, Louisiana, was completed within the same time as that ship, and within two or three months less time than called for by the contract. Because of the fact that hours are shorter and the pay somewhat higher in the government yards, no claims was ever made that the Connecticut could be built more cheaply in the Louisiana.

"It was estimated that she would cost about to per cent more than the other ship. As a matter of fact, in the final summing up of the costs, it was found that she cost only 5 per cent. The Connecticut, the first battleship of the Navy Department gives the total cost of the two ships to September 30, 1907—the figures including the expenses of alterations chargeable to original construction, and also of armor and permanent ordinance fittings—as follows: For the Connecticut, $6,362,281.71; for the Louisiana, $6,037,344.47.

"The question may be raised as to whether as good a ship can be built at our navy yards as at the private yards. Answering this question, the best test of this point is to compare the actual cost of repairs on these two ships. Unfortunately, no comparative figures are available for the same report gives the cost of such repairs for the Connecticut as $130,509.19, and for the Louisiana, as $110,559.19, a difference of about 17 per cent in favor of the Connecticut. As a matter of fact, the comparison is far more favorable to the navy yard ship than the face, and for this reason, that the totals for the Connecticut include the expenditures for the special and final run around during the past summer, an accident, which, as the report specifically states, was due to the quality of the work of the ship itself.

"In regard to the 5 per cent increased cost of the Connecticut, it is but fair to draw attention to the fact that, while the last battleship to be constructed at the Brooklyn Navy Yard, there are several items of cost charged to her which would not appear against any subsequent vessel built there. For instance, the cost of the extensive due to work of a preparatory kind—to the providing of the ways, the erection of the special appliances in the yards, which, once built, will be available for subsequent ships.

As to the effect of the eight-hour day on output, Senator La Follette, in the Congressional Record of May 25, 1910, stated: &

"I want to submit some figures with respect to two sister battleships, the Connecticut, constructed in the government navy yard at New York, and the Louisiana, constructed by contract by the New York Shipbuilding Company. The Connecticut was a navy yard battleship, and the Louisiana was constructed in a private shipyard. The difference in the cost of construction of the two battleships was $25,855, state the figures from the report of the Paymaster General of the Navy. The Connecticut cost somewhat more than the Louisiana. But the additional cost over and above the cost of the Louisiana was $1,922,855.60, or $5,581.09. The second year, repairs upon the Connecticut cost $10,167.—a difference in favor of the Connecticut of $1,413. The third year, repairs upon the same year cost $9,851.09. For the third year, the repairs upon the Connecticut cost $140,167.—a difference over the Louisiana cost $140,167.—a difference in favor of the Connecticut of $1,413. The explanation of this, if any other explanation can be offered to account for the difference, I do not understand these two ships, I shall be very glad to hear it stated."

That private plants coming under the operation of the extended eight-hour law, conferring a boon to the overworked, unfavorable impressions in the minds of the public, is a matter with which the people are familiar with commercial enterprises. The organizations of labor, however, and those favorable to the workers' cause, have successfully fortified by facts, past and present, that in the last analysis, work performed under the eight-hour day will stand the closest scrutiny, with due allowance for the difference in capability are considered.

GATHERERS GET INCREASE.

Toledo, Ohio, Dec. 14.—The gatherers in the electric bulb department of the American Flint Glass Workers' Union have secured an advance in wages of 7 per cent. At the time of the demand for the increase for the gatherers, indications were that a strike involving 20 per cent of the membership of the entire association would ensue, but a settlement was effected and a 7 per cent increase granted, which eliminated a contest.

BILL FOR EQUAL RIGHTS.

Washington, Dec. 14.—Congressman French, of Idaho has introduced a bill which provides "that women who are citizens of the United States shall possess such qualifications of age, residence, property, or education as may be required of men to make them electors in the several States, shall be eligible to register and vote in all States of the Union at all elections of members of the House of Representatives."

TO REDUCE POSTAGE.

Washington, Dec. 14.—Congressman Roddenbery of Georgia has introduced a bill for the reduction of postage on first-class matter to 1 cent per ounce.

NEW PROPOSITION.

Washington, Dec. 14.—Senator Bristow of Kansas on December 4 introduced a resolution proposing an amendment to Article 5 of Article 2 of the Constitution of the United States, and is as follows: "If Congress fails to enact any measure which the President, in his message to it in proper form, within six months, from the date of such recommendation, the President, at the next regular Congressional election following the expiration of such period, may submit the measure to the electors at such election, and if a majority of the electors voting on such measure in a majority of the Congressional districts and also in a majority of the States, approve the measure, it shall become a law." This amendment is designed to give relief to a situation which may occur by Congress being of one political faith, and the Chief Executive of another, this condition usually creating a disagreeable political complication. If the amendment is finally adopted the people will be given an opportunity to give their approval or disapproval of measures recommended by a Chief Executive when Congress refuses to act upon the recommendation.

RECOMMENDS INCREASED PAY.

Washington, Dec. 14.—The director of the government Bureau of Engraving and Printing, in his annual report, recommends that the female employees of the bureau, in the grade of printers' assistants, receive an increase of 25 cents per day. For many years these employes were paid $1.25 per day, but in 1901 their wages were increased to $1.50 per day at which they have been receiving since that time. The director further recommends that as these employes are called upon to perform work of an arduous nature, requiring a high degree of skill and artistic day, they are underpaid in comparison with the salaries paid other operatives in the government service. No doubt the recommendation will be concurred in.

PRESIDENT BY DIRECT VOTE.

Washington, Dec. 14.—Senator Works of California has introduced a joint resolution proposing an amendment to the constitution of the United States which, in substance, provides for the abolition of the electoral college in Presidential elections. If the resolution is adopted and approved by the requisite number of States and ratified by the people, the President and Vice President of the United States will hereafter be elected by direct vote. Such opposition to the electoral college has developed in recent years that it is considered to be in many respects unfair and not expressive at times of the real will of the people.

THE FIGHTING BAKERS.

Scranton, Pa., Dec. 14.—The Journeymen Bakers have conducted such a splendid campaign against the Dunmore company and made its fight so effective that it has just secured an agreement with the Dunmore Bakery, which company has refused to manufactures a popular brand of bread that is not only conceded to be the best, but is offered in a 5 cent cities. According to the agreement the bakers will be engaged in a 9 hour day, increased wages and shorter hours. Pursuant to the adjustment of the difficulty, all of the bakers in Dunmore, Throop, Peckville and local unions in Scranton and vicinity of the settlement, and organized labor is responsible for the ability of the bakers to patronize the products of the company, which now bears the union label.

IRON WORKERS WIN STRIKE.

Vancouver, B. C., Dec. 14.—The structural iron workers, on a strike at Edmonton, engaged in the construction of the Canadian Northern bridge, have had their demands conceded, namely, 10 cents per hour for a nine-hour day.

LEATHER WORKERS' UNION.

Lowell, Mass., Dec. 14.—The Amalgamated Leather Workers' Union of America has just issued a charter to a local union of tanners in Bl. Johns Newly founded. The new organization starts out with a good sized charter list.

WARN RAILROADS.

Washington, Dec. 14.—The Interstate Commerce Commission is preparing to take radical steps toward safeguarding the life and limb of passengers on the railroads of the country. Following a series of wrecks culminating in that at Westport on the New Haven Road, the Interstate Commerce Commission has notified W. J. Harahan, vice president of the Chicago and Eastern Illinois Railroad, to conform railroad presidents and other high officials that they themselves must take effective action if they wish to avoid having the Interstate Commerce Commission take steps to procure legislation that will prescribe inflexible rules for the operation of passenger trains. Mr. Jackson is chairman of the safety committee of the organization of Railroad General Managers, and is believed to be in sympathy with the Commission in its efforts to reduce the number of wrecks and other fatal accidents.

RECENT RAILROAD WRECKS.

Washington, Dec. 14.—Recent railroad wrecks are responsible for many deaths and injuries, and a few of them are here noted. A section foreman and five negroes were killed on the Louisville and Nashville railroad, near Emerson, Ga. One express messenger severely injured on the Seaboard Air Line by the train jumping the track near Rawlings, Va. The fireman on a New York Central passenger train was killed and the engineer seriously injured, near Corning, N. Y., the train running into an open switch. Fourteen persons were killed and forty-two seriously injured, and fifty slightly injured, in a wreck on the Illinois and Mississippi Valley Railroad, near Monts, Lake Shore persons were killed and many more seriously injured when a Cincinnati, Hamilton and Dayton passenger train struck an open switch and crashed head-on into a freight train at Indianapolis. Twenty-eight persons were injured, eight fatally, in a wreck on the Frisco Railroad, near Sinton, Tex., when the engine and baggage car, smoker and day coach jumped the track. Thirty persons were injured when an express train on the New Orleans Railroad was wrecked about twenty-five miles outside of Philadelphia, two sleepers going over an embankment. An engineer and fireman on a Cincinnati, Hamilton and Dayton freight train were instantly killed in a head-on collision near Brownsville, Ind. Eight persons were killed and several others injured, three of whom will probably die, in a Pennsylvania Railroad wreck near Dresden, Ohio, the accident being caused by trains running too close together, the second train being so close to the first train that following an accident to the latter train there was no time enough to flag the second. An engineer was instantly killed on the Lehigh Valley Railroad, near Delmarvre, Pa., when two trains met in collision.

CIVIL SERVICE IN NAVY YARD.

Washington, Dec. 14.—The President has issued an order conferring all of the civil service all skilled laborers in the various navy yards of the country. The effect of this organization law is that all mechanics employed in the government navy yards, agreeable to the request of local unions directly involved, together with the American Federation of Labor, have been placed in the list of these employes under the civil service rules of the government. Officials of the various labor boards, representing all of these employes under the civil service rules of the government. Officials of the various labor boards, representing all employed in the navy in this city, express themselves as gratified with the action of President Taft in placing all skilled laborers in the classified service there will be resultant improvements in certain conditions that formerly have proved detrimental to the men. The new regulations provide for competitive examinations and that district secretaries of the Civil Service Commission shall be members of the various labor boards. They will afford employes classified thereunder the protection of the civil service act, or other statutes relating to the classified service and of the civil service rules. There, will be less reason and less incentive for the use of political influence by applicants and the classified employes have a salutary effect in that the employes will feel secure in their positions.

THE ENGINEERS' INCREASE.

New York, Dec. 14.—The largest and wealthiest railroads of the Eastern district, namely, the Pennsylvania, New York Central Lake Shore, Erie, New Haven, and Baltimore and Ohio, are the transportation companies on whom the Brotherhood of Locomotive Firemen and Engineers fall the lightest. Except for the Baltimore and Ohio, the expenses of which will be increased about $600,000, the additional cost to the other roads is inconsiderable. The roads like the Wabash, Wheeling and Lake Erie, and Wabash-Pittsburg Terminal, now in receivership, will have a large additional pay roll to meet.

MEXICAN LAND PROBLEM.

Washington, Dec. 14.—Consular reports from Mexico state that the Madero government is prepared to distribute 500,000 acres of government land among small settlers, while engineers are surveying over 3,500,000 acres for similar distribution. The information is to the effect that it is the purpose of the new regime that it is endeavoring to carry out the pledges he gave when he assumed the office to break up the land monopoly of that country.

DEFEATED PROVISION.

Washington, Dec. 14.—There was a provision in the legislative, executive and judicial bill aimed to annul the practice of government clerks seeking transfers from one of the service to other of the branches. When this provision was stricken out of the bill, a point was made against it, and promptly sustained, thus leaving matters in statu quo, the clerks still retaining the privilege of seeking the right to make an effort to secure transfers to other branches of the government service.

TO LABEL STORAGE PRODUCTS.

Harrisburg, Pa., Dec. 14.—It is stated that the state officials are framing a cold storage bill which will compel the placing on the container or every food product placed in cold storage for more than twenty-four hours, the date upon which it was placed in such cold storage. The bill has the backing of the food authorities, but it will not make any limitation as to length of time anything may be stored.

OCTOBER IMMIGRATION.

Washington, Dec. 14.—The Bureau of Immigration and Naturalization, Department of Commerce and Labor, has just issued its October Immigration Bulletin. As noted in the Weekly News Letter for many months, the Italians from Southern Italy continue to lead the list, and it is indeed remarkable the number of people coming from this section of Italy should maintain such a hold. During the month of October 19,811 Southern Italians were admitted to the ports of the United States. In addition to this there were admitted other nationalities, as follows: Polish, 10,878; Germans, 8,371; Greeks, 6,732; English, 6,198; Hebrew, 6,096; Irish, 5,004; Scandinavian, 4,812; Northern Italians, 4,075; Croatians and Slovenians, 3,805; Magyars, 2,215; Russians, 2,113; their balance being distributed between about a dozen other nationalities. The total immigration for the month was 103,306, of the number admitted 20,979 were unskilled laborers, 22,944 farm laborers, and 15,520 servants. Of the skilled trades there were 1,696 tailors 1,686 carpenters and joiners, 986 miners, 1,261 laborers, 732 steamstresses, and 419 dressmakers. Clerks and accountants to the number of 1,451 were also admitted. The States to which the immigrants destined are, in part, as follows; New York, 30,702; Pennsylvania, 16,912; Massachusetts, 9,102; Illinois, 9,171; Ohio, 5,486; New Jersey, 5,346; Michigan, 3,790; California, 3,333; Connecticut, 2,916, the remainder of the grand total 18,598 being distributed throughout the remaining States. There were debarred during the month under the immigration laws and regulations in effect, 1,537. During the same period under consideration 1,000 aliens departed from various ports of the United States.

BAD CONDITIONS REVEALED.

New York, Dec. 14.—Revelations of a sensational character of the manner in which babies hardly out of arms are forced to work in the tenements if this and other cities in the State are being brought to light by the State factory investigation commission. Testimony has been adduced which shows that in many instances the children were compelled to work for the merest pittance, or face starvation. It was shown that the price of the necessities of life are higher than ever before in the history of the United States and the earnings of the tenement dwellers so low that, even with the entire family working, the average was only $ a week. The stories related unbelievable in their recital of hunger and misery. Men and women working side by side with men in iron foundries, performing tasks far beyond their strength, and working subject to changes in temperature which result in many instances in fatal diseases; of women working in cigar factories and children in factories and mills, and of mere children working in canneries until long after midnight. Babies and children are being trained to sort out artificial flowers, and babies and children of tender age, some less than five years old, are used to take advantage of the Christmas holidays to fashion dolls for the toy trade. Both of these employes under the civil service rules of the government. Officials of the various labor boards, representing all of these employes under the civil service rules of the government. Officials of the various labor boards, representing all employed in the navy in this city, express themselves as gratified with the action of President Taft in placing all skilled laborers in the classified service there will be resultant improvements in certain conditions that formerly have proved detrimental to the men. The new regulations provide for competitive examinations and that district secretaries of the Civil Service Commission shall be members of the various labor boards. They will afford employes classified thereunder the protection of the civil service act, or other statutes relating to the classified service and of the civil service rules. There, will be less reason and less incentive for the use of political influence by applicants and the classified employes have a salutary effect in that the employes will feel secure in their positions.

EXIT K. OF L. LONGSHOREMEN.

Boston, Mass. Dec. 14.—The local labor paper is authority for the statement that "The days of the Knights of Labor Longshoremen is near at hand, and if present plans mature all will be in the new organization by May 1, 1913." K. of L. colors. At meetings recently held the longshoremen and engineers are surveying the situation of the rules. In one of the cases at issue the railroad officials maintained that an engineer had been off duty a seven-hour law, but the arbitrators ruled that if the employe had violated this law he had done so under the instructions of officials of the road and could not be censured. It is also asserted that the men are discharged on account of their activity in union affairs, but with the exception of the instances mentioned, if the charge be true, the vindication of the men is conceded, and cannot but have a most beneficent effect upon the officials of railway corporations who seek to destroy organizations of labor by discharging their active adherents.

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DEFEATED PROVISION.

Washington, Dec. 14.—There was a provision in the legislative, executive and judicial bill aimed to annul the practice of government clerks seeking transfers from one of the service to other of the branches. When this provision was stricken out of the bill, a point was made against it, and promptly sustained, thus leaving matters in statu quo, the clerks still retaining the privilege of seeking the right to make an effort to secure transfers to other branches of the government service.

TO LABEL STORAGE PRODUCTS.

Harrisburg, Pa., Dec. 14.—It is stated that the state officials are framing a cold storage bill which will compel the placing on the container or every food product placed in cold storage for more than twenty-four hours, the date upon which it was placed in such cold storage. The bill has the backing of the food authorities, but it will not make any limitation as to length of time anything may be stored.

AMERICANIZE FOREIGNERS.

Washington, Dec. 14.—"We must Americanize the foreigners who come to our shores if we would protect our foreignize us," said Mrs. Joseph Wood Hutchinson, one of the founders of the Revolution at the recent annual meeting of the society in this city. The address urged the efforts be put forth to extend to the foreigners opportunities to become acquainted with American ideas for the purpose of maintaining American standards, the speaker asserting that if this plan is not adopted American civilization would be finally swamped.

INJURY CLAIMS PAID.

Washington, Dec. 14.—Claims amounting to $38,236.22 were paid during the past year to employes of the Bureau of Engraving and Printing who were injured in the course of their work, this being an increase over the preceding year of $246.66, or a trifle over 35 per cent.